

09.14.12_Research, Precedents, Bibliography

3a) RESOURCES

1. *Circle Interchange Project*. The Illinois Department of Transportation (IDOT) and Federal Highway Administration (FHWA). Web. September 13, 2012.
<http://www.circleinterchange.org/>
**The website is maintained by the Illinois Department of Transportation as an information source for the Circle Interchange Improvement Project. The website along with the organizations printed material will serve as my primary resource of current information on the project.*
2. *Urbanized*. Gary Hustwit, 2011. HD Video.
**The film is about the design of cities, which looks at the issues and strategies behind urban design and features some of the world's foremost architects, planners, policymakers, builders, and thinkers.*
3. Roger, Biles. "The new urban renewal: the economic transformation in Harlem and Bronzeville." *Planning perspectives*: PP, 2009 Apr., v.24, n.2, p.275-276. Periodical.
**The article is a case study of urban renewal approaches in the Harlem/Bronzeville area*
4. *Designating the Urban Interstates Urban Design Principles*. The U.S. Department of Transportation Federal Highway Administration. Web. September 14, 2012.
<http://www.fhwa.dot.gov/infrastructure/urbandesign.cfm>
5. Manfredi, Michael & Weiss, Marion. *Weiss/Manfredi: Surface/Subsurface*. New York : Princeton Architectural Press, c2008. Book.
**The book takes a look at an interdisciplinary approach and a dynamic integration of architecture, art, infrastructure, and landscape design*

3b) PRESEDENTS

Boston Central Artery/Tunnel

1. Boston's "Big Dig" project was one of the most ambitious freeway replacement projects in the world, creating an underground freeway to replace the elevated Central Artery that sliced through the heart of downtown Boston.
2. The Central Artery/Tunnel Project (CA/T), known unofficially as the Big Dig, was a megaproject in Boston that rerouted the Central Artery (Interstate 93), the chief highway through the heart of the city, into a 3.5-mile (5.6-km) tunnel. The project also included the construction of the Ted Williams Tunnel (extending Interstate 90 to Logan International Airport), the Leonard P. Zakim Bunker Hill Memorial Bridge over the Charles River, and the Rose Kennedy Greenway in the space vacated by the previous I-93 elevated roadway. Initially, the plan was also to include a rail connection between Boston's two major train terminals. The project concluded on December 31, 2007.
3. Managed by: Massachusetts Turnpike Authority,
Design and construction: Bechtel Corporation and Parsons Brinckerhoff
4. *The Big Dig; Reshaping an American City*. Little, Brown Young Readers, (September 1, 2001). Book.

Olympic Sculpture Park

1. Envisioned as a new urban model for sculpture parks, this project is located on Seattle's last undeveloped waterfront property – an industrial brownfield site sliced by train tracks and an arterial road. The design connects three separate sites with an uninterrupted Z-shaped "green" platform, descending forty feet from the city to the water, capitalizing on views of the skyline and Elliott Bay, and rising over existing infrastructure to reconnect the urban core to the revitalized waterfront.
2. Architects: Weiss/Manfredi
Landscape Architects: Charles Anderson
Location: Seattle, Washington, USA
Project Team: Marion Weiss and Michael A. Manfredi (Design Partners), Christopher Ballentine (Project Manager), Todd Hoehn and Yehre Suh (Project Architects), Patrick Armacost, Michael Blasberg, Emily Clanahan, Lauren Crahan, Beatrice Eleazar, Kian Goh, Hamilton Hadden, Mike Harshman, Mustapha Jundi, Justin Kwok, John Peek, and Akari Takebayashi
General Contractor: Sellen Construction
Project Management: Barrientos LLC
Client: Seattle Art Museum
Project Year: 2001-2007
3. Minner, Kelly. "Olympic Sculpture Park / Weiss Manfredi" 06 Jan 2011. ArchDaily. Accessed 14 Sep 2012. <http://www.archdaily.com/101836>

Klyde Warren Park

1. Five acres of shared, public green space will deck over the existing Woodall Rodgers Freeway, bringing new traditions, shared experiences and FUN to the center of Dallas.
2. The 5.2-acre deck park will create an urban green space over the existing Woodall Rodgers Freeway between Pearl and St. Paul streets in downtown Dallas. Plans include a performance pavilion, restaurant, walking trails, a dog park, a children's discovery garden and playground, water features, an area for games and much more.
Connectivity is central to The Park's purpose. The Park will promote increased pedestrian, trolley and bicycle use between Uptown, Downtown and the Arts District, contributing to a more walkable city center.
The Park will create a front lawn for the surrounding cultural offerings including the Dallas Center for Performing Arts, the Dallas Museum of Art, the Morton Meyerson Symphony Hall, the Nasher Sculpture Center, the Trammell & Margaret Crow Collection of Asian Art, Booker T. Washington High School for the Visual and Performing Arts and the future Museum of Nature and Science.
3. Location: Dallas, TX
Landscape Architect: The Office of James Burnett
General Contractor: McCarthy Building Companies, Inc.
General Contractor: Archer Western
Project Management: Bjerke Management Solutions

